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REMARKS

By way of this amendment, claims 1, 13, 17 and 23 are amended and claims 11, 19 and 25 are cancelled. Claims 1-10, 12-18, 20-24, 26 and 27 remain pending in the present application. Reexamination and allowance of the application is respectfully requested.

Applicants would like to thank Examiner Julie Lieu for the courtesies extended to Applicants' attorney, Kevin T. Grzelak, during a brief telephonic interview conducted on April 4, 2006. During the interview, Applicants proposed amending the independent claims to include the feature found in the dependent claims, particularly, independent claims 1, 13, 17 and 23 would be amended to include the features previously found in dependent claims 11, 19 and 25 which recite that the stream of data contains information having a variable resolution that varies based on both the time and relative location. The Takahashi et al. patent was discussed in relation to the proposed claim amendments, and the Examiner suggested that Applicants amend the claims as proposed and note advantages in the remarks. Applicants have amended the claims as discussed during the interview and submit that the claims, as amended, should be allowable for the reasons provided below.

In the latest Office Action, claims 1, 3-13, 15-20 and 22-26 were rejected under 35 U.S.C. §102(b) as being anticipated by Takahashi et al. (U.S. Patent No. 6,097,313). As discussed during the above-mentioned interview, Applicants have amended the independent claims 1, 13, 17 and 23 to include the features previously found in dependent claims 11, 19 and 25. Applicants respectfully submit that the claims, as amended, are not anticipated by Takahashi et al. and this rejection should be withdrawn for the reasons set forth below.

The Takahashi et al. patent discloses an information exchange system for exchanging information between a service provider located along a road and a vehicular driver, by using limited communication capability of a road-vehicle radio communication. The Takahashi et al. system includes a vehicle-mounted unit and a road-side unit that provides information to the vehicle-mounted unit using a road-vehicle radio communication. The vehicle-mounted unit receives information from the road-side unit and transfers at least part of the content to a vehicular occupant. The road-side unit includes a storage unit for storing information to be

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transmitted. The storage means stores information relating to a service provider where a service is provided at the location thereof. The road-side unit also includes an editing unit editing information stored in the storage means on the basis of a relative position between the service provider and a communication region of the transmitter and generating edited information to be transmitted. In Takahashi et al., information content to be transmitted to the vehicle may be varied depending upon relative position of the service provider and the beacon.

Applicants' invention, as recited in claim 1, as amended, is directed to a system for providing remote data to a vehicle. The system includes an off-board data source remote from a vehicle. The system also includes a compute platform for accessing the data source to acquire information and generate a stream of data as a function of time and relative location. The stream of data contains information having a variable resolution that varies based on both the time and relative location. The system further includes a data communication link for communicating data between the off-board data source and the vehicle. The stream of data is supplied to the vehicle for use on-board the vehicle. Claim 13 further includes a distribution station remote from the vehicle and in data communication with the off-board data source, the distribution station comprising a transceiver for communicating with the vehicle, and the compute platform generates the stream of data as a function of time and distance to a location, wherein the stream of data contains information having a variable resolution that varies based on both time and distance to the location. Applicants' claimed invention in claims 17 and 23 further recites a method of supplying data from an off-board data supplier to an on-board device on a vehicle, which likewise includes receiving a request for data from the vehicle, determining location of the vehicle, determining a time reading, and supplying data to the vehicle as a function of the time and the relative location or distance to a location, wherein the stream of data contains information having a variable resolution that varies based on both the time and relative location.

Applicants' claimed system advantageously combines time-based information services with spatial location-based services as discussed in paragraphs 58 and 59 of the application for Letters Patent. One example of the data having the variable resolution is illustrated in FIG. 7

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of the application showing information relevant to a location in closer proximity to the vehicle and closer in time having a higher resolution as compared to information relevant to a more remote location and more remote time in the future. Thus, the type and amount of information supplied to and stored onboard the vehicle by the system depends on both the location of the vehicle and the time of day. Thus, the user may be provided with a varying degrees of information dependent on closeness to time and location.

In order to anticipate a claim, the prior art reference must teach each and every limitation of the claim. The Takahashi et al. patent fails to teach each and every feature of Applicants' independent claims 1, 13, 17 and 23, as amended. In particular, the information exchange system of Takahashi et al. may vary the degree of information depending on location, whereas Applicants' claims, as amended, recite a system and method generating a stream of data that contains information having a variable resolution that varies based on both the time and relative location. It should be appreciated that Applicants' invention advantageously provides space and time-related (spatial temporal) information on-board the vehicle such that updated time and location-based information is readily made available on-board the vehicle. The information advantageously has a variable resolution based both on time and distance. Because Applicants' system advantageously combines time-based information services with spatial location-based services, the type and amount of information supplied to and stored on-board the vehicle can depend on the type of information requested, the location of the user and the time relevance of the information. Takahashi et al. does not appear to teach varying the degree of information dependent on both time and location. Instead, Takahashi et al. merely refers to the ability to manage information indicative of time and to edit information based on time, and further mentions varying the degree of information dependent on location. Nowhere does Takahashi et al. vary the degree of information based on both time and location.

Accordingly, Applicants respectfully submit that Takahashi et al. fails to disclose Applicants' claimed invention as set forth in the independent claims 1, 13, 17 and 23, and the

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rejection of these claims and the corresponding dependent claims should therefore be withdrawn, which action is respectfully solicited.

Claims 12, 14, 21 and 27 were rejected under 35 U.S.C. §102(b) as being anticipated by Takahashi et al. in view of COMDEX, Mercedes-Benz article. This rejection was recited under the heading "claim rejections-35 U.S.C. §102." Applicants believe the Examiner intended for this rejection to be under 35 U.S.C. §103, as opposed to §102(b), and Applicants accordingly have treated this rejection as an obviousness-type rejection.

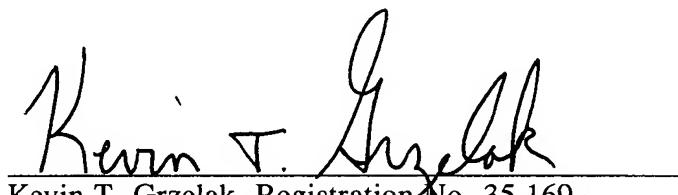
First, Applicants submit that the COMDEX, Mercedes-Benz article does not make up for the deficiencies of the Takahashi et al. patent as discussed above in response to the rejection of the independent claims. The COMDEX, Mercedes-Benz article briefly discusses a research car debuting at the COMDEX convention for the computer and electronics industry. Nowhere does the COMDEX, Mercedes-Benz article disclose a system for providing remote data to a vehicle having an off-board data source, a data communication link, and a compute platform for accessing the data source to acquire information and generate a stream of data as a function of both time and relative location, or as a function of time and distance to a location, wherein the stream of data contains information having a variable resolution that varies based on both the time and relative location, as recited in the claims. Instead, the COMDEX, Mercedes-Benz article merely suggests that a short burst of data can be transmit via dedicated short-range communications from transceivers at strategic locations along a roadway. Nowhere, does the COMDEX, Mercedes-Benz article access and acquire information and generate a stream of data having a variable resolution as a function of both the time and relative location, as claimed.

By way of the foregoing remarks, Applicants have demonstrated that the claims, as amended, are not anticipated by Takahashi et al., and would not have been rendered obvious in view of Takahashi et al. combined with the COMDEX, Mercedes-Benz article, and the rejection of the claims under 35 U.S.C. §102(b) and §103(a) should therefore be withdrawn, which action is respectfully solicited.

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In view of the above amendments, it is submitted that claims 1-10, 12-18, 20-24, 26 and 27, as amended, define patentable subject matter and are in condition for allowance, which action is respectfully solicited. If the Examiner has any questions regarding patentability of any of the claims, the Examiner is encouraged to contact Applicants' undersigned attorney at the Examiner's convenience.

Respectfully submitted,



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Date

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